TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

P. W. DORNFELD.....Colton
R. V. WILLS.....Indio
W. F. CURRIER.....Niland
R. R. BADGLEY.....Yuma

ASSISTANT TRAINMASTERS

J. R. POWELL.....Colton
H. J. KERINS.....Colton
W. J. BOUSQUET.....El Centro
J. D. LAWSON.....El Centro

ROAD FOREMAN OF ENGINES

R. C. HAYDEN.....Los Angeles

ASSISTANT ROAD FOREMAN OF ENGINES

W. B. BLEVINS.....Indio

CHIEF TRAIN DISPATCHER

H. GALYAN.....Beaumont

T. A. PURCELL
Assistant Superintendent, Los Angeles

SOUTHERN PACIFIC COMPANY

YUMA DIVISION TIMETABLE

2

EFFECTIVE SUNDAY, APRIL 29, 1956
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

W. E. EASTMAN
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon
Los Angeles	Dr. R. G. Stern	Division Surgeon
Inglewood and Hyde Park	Dr. E. D. Charland	District Physician and Surgeon
Inglewood	Dr. D. E. Levenson	Emergency Physician and Surgeon
Huntington Park	Dr. H. F. Oakes	District Physician and Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Physician and Surgeon
Eagle Rock	Dr. W. J. Ekroth	District Physician and Surgeon
Montebello	Dr. D. L. Wood	Emergency Physician and Surgeon
Montrose (Glendale)	Dr. H. A. Anderson	District Physician and Surgeon
Hollywood	Dr. C. M. Dolan	Emergency Physician and Surgeon
North Hollywood	Dr. A. C. Stirling	Emergency Physician and Surgeon
Burbank	Dr. Karl Stadlinger	District Physician and Surgeon
Canoga Park	Dr. M. S. Sumner	Emergency Surgeon
San Fernando	Dr. Walter G. Case	District Physician and Surgeon
Newhall	Dr. E. C. Innis	District Physician and Surgeon
Santa Monica	Dr. L. E. Croft	Emergency Surgeon
Compton	Dr. C. M. Leggitt	Emergency Physician and Surgeon
Long Beach	Dr. E. Russell Cullen	District Physician and Surgeon
Long Beach	Dr. M. C. Todd	District Physician and Surgeon
Wilmington	Dr. W. W. Horst	District Physician and Surgeon
Wilmington	Dr. A. H. Nerad	Asst. Dist. Physician and Surgeon
Wilmington	Dr. G. H. Quillen	Asst. Dist. Physician and Surgeon
San Pedro	Dr. J. L. Bloch	District Physician and Surgeon
Downey	Dr. E. H. Welcome	Emergency Physician and Surgeon
Whittier	Dr. J. W. Camp, Jr.	District Physician and Surgeon
Norwalk	Dr. Curtis R. Paxman	Emergency Physician and Surgeon
Anaheim	Dr. B. D. Roberts	District Physician and Surgeon
Brea	Dr. J. W. King	District Physician and Surgeon
Santa Ana	Dr. Eugene B. Sive	District Physician and Surgeon
Santa Ana	Dr. L. J. Cella	Asst. Dist. Physician and Surgeon
Pasadena	Dr. B. O'Sullivan	District Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon
Alhambra	Dr. T. C. Nicola	Emergency Physician and Surgeon
Alhambra	Dr. E. W. Gilbert	District Physician and Surgeon
San Gabriel	Dr. G. Glenn Dollinger	Emergency Physician and Surgeon
El Monte	Dr. A. S. Sonnenberg	Emergency Physician and Surgeon
Puente	Dr. W. W. Schultz	District Physician and Surgeon
Puente	Dr. E. A. Potts	Asst. Dist. Physician and Surgeon
Covina	Dr. G. H. Ernsberger	Emergency Physician and Surgeon
Covina	Dr. W. P. Thearle	Emergency Surgeon
Pomona	Dr. W. Hauck	Asst. Dist. Physician and Surgeon
Pomona	Dr. Russell Fisher	District Physician and Surgeon
Pomona	Dr. G. W. Roberts	Oculist and Aurist
Ontario	Dr. C. E. Sanborn, Jr.	Emergency Physician and Surgeon
Ontario	Dr. K. E. Cole	Emergency Physician and Surgeon
Colton	Dr. C. F. Whitmer	District Physician and Surgeon
Colton	Dr. W. C. Engel	District Physician and Surgeon
San Bernardino	Dr. W. L. Ogden	District Physician and Surgeon
San Bernardino	Dr. C. M. Hadley	Oculist and Aurist
San Bernardino	Dr. Frederick H. Hull	Oculist and Aurist

LOCATION	NAME	TITLE
Riverside	Dr. Thomas A. Card	District Physician and Surgeon
Redlands	Dr. H. A. Hill	District Physician and Surgeon
Banning	Dr. A. L. Bramkamp	District Physician and Surgeon
Beaumont	Dr. Donald L. Cox	Associate District Physician and Surgeon
Palm Springs	Dr. C. H. Woodmansee	District Physician and Surgeon
Indio	Dr. S. D. Berke	Oculist and Aurist
Indio	Dr. R. R. Dannebaum	District Physician and Surgeon
Indio	Dr. Grant W. Lee	Asst. Dist. Physician and Surgeon
Calipatria	Dr. N. K. Caldwell	District Physician and Surgeon
Brawley	Dr. A. H. Foster	District Physician and Surgeon
Brawley	Dr. C. M. Cutshaw	District Physician and Surgeon
Brawley	Dr. G. C. Holleran	District Physician and Surgeon
Brawley	Dr. T. B. Price	Asst. Dist. Physician and Surgeon
El Centro	Dr. B. E. Schoensee	District Physician and Surgeon
El Centro	Dr. John E. Haworth	District Physician and Surgeon
Holtville	Dr. H. B. Graeser	District Physician and Surgeon
Calexico	Dr. M. P. Ajalat	District Physician and Surgeon
Mexicali	Dr. Mario Flores	District Physician and Surgeon
Mexicali	Dr. G. H. Salazar	Asst. Dist. Physician and Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dist. Physician and Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Physician and Surgeon
Yuma	Dr. Robert A. Stratton	Asst. Dist. Physician and Surgeon
Glendale	Dr. E. A. Westphal	District Physician and Surgeon
Glendale	Dr. E. A. Taylor	Asst. Dist. Physician and Surgeon
Canoga Park and Reseda	Dr. M. S. Sumner	Emergency Physician and Surgeon
Van Nuys	Dr. Russell B. James	Asst. Dist. Physician and Surgeon
Fillmore	Dr. H. B. Osborn	District Physician and Surgeon
Saticoy	Dr. A. W. Cruden	Emergency Physician and Surgeon
Moorpark	Dr. John O. Jones	Emergency Physician and Surgeon
Oxnard	Dr. K. V. King	Emergency Surgeon
Ventura	Dr. H.R. Henderson	District Physician and Surgeon
Ojai	Dr. C. G. Drace	Emergency Physician and Surgeon
Carpinteria	Dr. G. Horace Coshow	District Physician and Surgeon
Santa Barbara	Dr. Kent R. Wilson	District Physician and Surgeon
Santa Barbara	Dr. G. T. Flynn	Asst. Dist. Physician and Surgeon
Santa Barbara	Dr. W. R. Johnston	Oculist and Aurist
Santa Barbara	Dr. W. H. Johnston	Oculist
Santa Barbara	Dr. W. B. Gibb	Oculist

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO
DIVISION HOSPITAL.....SANTA FE HOSPITAL, LOS ANGELES
EMERGENCY HOSPITAL.....GENERAL SHOP YARD, LOS ANGELES
EMERGENCY HOSPITAL.....TAYLOR YARDS, LOS ANGELES
EMERGENCY HOSPITAL.....COLTON

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.

Los Angeles.....
- Druyun & Scher, Merit Watch Co., 616 S. Main St.
- Geo. D. Davidson Co., 445 S. Spring St.
- Chas. J. Weir, 3161 Glendale Blvd.
- Jos. J. Tholt, 598 West Ave. 28
- Down's Jeweler, 4832 Whittier Blvd.
- Carl Kimmell, 7512 Sunset Blvd.
- Paul W. Brown, 2618 Pasadena Ave.
- Clayton W. Riggs, 4944 Huntington Dr. So.

Ocean Park.....B. Rubenfeld
San Fernando.....F. G. Marshall
Huntington Park.....Podmore's
Glendale.....J. J. Seltzer, Parr's, 102 East Broadway
Temple City.....M. J. Fitzjohn
Santa Ana.....R. H. Ewert
Oxnard.....Bond's Jewelers
Santa Barbara.....H. V. Weirum
Wilmington.....C. M. Wright & Son
San Pedro.....Perham's
Long Beach.....Leo Miller
Pasadena.....J. Herbert Hall Co.
Pasadena.....Geo. W. Collis Co.
Alhambra.....H. E. Wellman
El Monte.....J. E. Buchanan
Puente.A. W. Heirsch, 110½ North First St.

Covina.....W. D. Boal
Pomona.Lloyd Morrison, 146 W. Holt Ave.
Pomona.W. R. Parsonage, 196 W. Second St.
Colton.....C. G. Miller
Redlands.....Howard S. Smith
Banning.....B. B. Felts
Indio.....C. W. Bishop
Yuma.....Edw. H. Weiner, 114 Main St.
Yuma.....Philips Bros., 190 Main St., 1076 Fourth Ave.
Van Nuys.....C. H. Berggren
Ventura.....G. J. Adamson
Brawley.....Al Johnson
El Centro.....J. L. Bledsoe
Fillmore.....Duard E. Goble
San Bernardino.....Hobart W. Hanf
Riverside.....F. S. Fisher

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express	41′	24									
SP....	Baggage	60′	48	40								
SP....	Baggage	61′		45								
SP....	Baggage	66′	65	54								
SP....	Baggage	70′	63									
SP....	Baggage and Mail	60′	56									
SP....	Baggage and Mail	66′	68	60								
SP....	Baggage and Mail	69′	64									
SP....	Baggage and Mail	70′	66									
SP....	Baggage and Psgr.	60′	51									
SP....	Baggage and Psgr.	61′		58								
SP....	Baggage—Horse	70′	67									
SP....	Baggage—Horse	80′	75									
SP....	Postal	40′	42									
SP....	Postal	60′	59									
SP....	Postal—Storage	60′	54									
SP....	Postal—Storage	61′	61									
SP....	Club	75′			83				80			
SP....	Club	77′				100				92		
SP....	Chair	60′	53		70				67			
SP....	Chair	72′			82		80		79		80	
SP....	Chair	73′			78				75			
SP....	Chair	74′			90		85	98	87		85	90
SP....	Coach	60′	50		67				64			
SP....	Coach	70′			78		76		75		76	
SP....	Coach	72′	60		81		79		78		79	
SP....	Coach	74′			87				84			
SP....	All Day Lunch	60′	51		63				60			
SP....	Cafe—Lounge	72′			86				83			
SP....	Diner	73′	79									
SP....	Diner	77′			92	100	85		89	92	85	
SP....	Diner	79′					88				88	
SP....	Diner	80′				105				97		
SP....	Lounge	75′			85		80		82		80	
SP....	Lounge	80′			95		93		92		93	
SP....	Observation—Lounge	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official	Var.	79	79			96				96	
Pull...	Standard Sleeper	"			92	90		93	89	90		93
Pull...	Lounge	"			90	88		89	87	88		89
Pull...	Troop Sleeper	"	38									
Pull...	Troop Kitchen	"	39									
USA..	Kitchen	"	40									
USA..	Ward	"			90	87			87	79		
USA..	Dressing	"			86				83			
USA..	Mortuary	"	79									
USA..	Hospital (89200-01)	"			84				81			
USA..	Hospital (89340-52)	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express	41′	22									
UP...	Baggage	69′	62									
UP...	Baggage	81′	68									
UP...	Baggage—Dormitory	81′			76		79		73		79	
UP...	Chair	70′				86		89		78		86
UP...	Chair	74′						88				80
UP...	Club—Lounge	75′				92				83		
UP...	Diner	80′				95				87		
UP...	Lounge	70′						86				78
CNW.	Baggage	66′	68									
CNW.	Coach	66′					57				57	
CNW.	Diner	66′				88				87		
CRIP.	Express	41′	25									
CRIP.	Baggage	60′	53									
CRIP.	Baggage	66′	65									
CRIP.	Baggage	70′	68									
CRIP.	Dormitory	70′					78				78	
CRIP.	Chair	70′			82				79			
CRIP.	Coach	74′			82				79			
CRIP.	Club	75′			95				92			
CRIP.	Diner	80′					95				95	
Light Weight Equipment:												
SP....	Baggage	Var.	65									
SP....	Baggage—Postal	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory	"				71	64			61	64	
SP....	Chair	"				71	63	64		60	63	56
SP....	Chair (Articulated)	"					99	95			99	88
SP....	Chair—Baggage	"						63				55
SP....	Diner	"				77	72	64		66	72	56
SP....	Diner (Triplex)	"					159	174			159	150
SP....	Tavern	"					62	65			62	57
SP....	Coffee Shop—Lounge	"				77	72			66	72	
SP....	Lounge	"				74	66			61	66	
SP....	Parlor	"						65				57
SP....	Parlor—Observation	"					58	62			58	54
SP....	Sleeping Cars	"				80				70		
Pull...	Sleeping Cars	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair	75′				64				56		
UP...	Club—Lounge	75′				66				58		
CRIP.	Baggage and Mail	70′	52									
CRIP.	Dormitory	83′					61				61	
CRIP.	Chair	80′					61				61	
CRIP.	Diner	80′					64				64	
CRIP.	Diner	83′					68				68	
CRIP.	Coffee Shop—Lounge	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

EASTWARD

FIRST CLASS

Time Table No. 2
April 29, 1956

Capacity of sidings					6 Argonaut	40 Imperial	2 Sunset Limited	370 A. O. N.	4 Golden State	Mile Post Location	STATIONS	Distance from Alhambra
					Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily			
					PM 9.15	PM 7.40	PM 7.30		PM 1.30		LOS ANGELES	
					9.19	7.44	7.34	PM 6.00	1.34		MISSION TOWER	
					9.20 PM	7.45 PM	7.35 PM	6.01 PM	1.35 PM		TAYLOR JCT.	

Time at Los Angeles, Mission Tower and Taylor Jct. for information only.
See Los Angeles Division current timetable for train movements between Los Angeles and Alhambra.

Yard Limits	P					PM s 9.38	PM s 8.03	PM s 7.50	PM 6.15	PM s 1.50	487.7	Automatic Block Signal System	DT ALHAMBRA	0.0
136	P										494.6		6.9 EL MONTE	6.9
135	WP										497.3		2.7 BASSETT	9.6
71	KYP										500.7 513.1		3.4 PUENTE	13.0
114	P										503.5		2.8 MARNE	15.8
122	P										506.8		3.3 WALNUT	19.1
Yard Limits 295	BKP					s 10.18	s 8.46	s 8.26		s 2.23	514.3		7.5 POMONA	26.6
120	P										517.8		3.5 NAROD	30.1
107	P										520.2		2.4 ONTARIO	32.5
115	P										523.8		3.6 GUASTI	36.1
120	YP										529.7		5.9 SOUTH FONTANA	42.0
114	P										534.7		5.0 BLOOMINGTON	47.0
Colton yd. 154	P										537.2		2.5 WEST COLTON	49.5
	I										538.7		1.5 COLTON TOWER	51.0
	BKWDOTYP					s 10.50 PM	s 9.21 PM	s 8.53 PM	7.20 PM	s 2.48 PM	539.0		TO 0.3 COLTON	51.3
						Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily			(51.3)	
						6	40	2	370	4				

Centralized Traffic Control

Trains operate by CTC between MP 485.55 and MP 538.52, but at stations where time is shown must not depart ahead of time.

Movements across PERy crossing MP 495.0 under control of SP train dispatcher. See Special Instructions.

Timetable No. 2

April 29, 1956

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Colton	39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	LOS ANGELES			AM s 5.50	AM s 7.40	PM s 3.30	PM s 4.15
	MISSION TOWER						
	TAYLOR JCT.						

Time at Los Angeles for information only.
See Los Angeles Division current timetable for train movements between Los Angeles and Alhambra.

487.7	ALHAMBRA 6.9 (DT)	3437	51.3	AM s 5.20	AM s 7.15	PM s 3.00	PM s 3.50	
494.6	EL MONTE 2.7	3444	44.4					
497.3	BASSETT 3.4	3446	41.7					
500.7	PUENTE 2.8	3450	38.3					
503.5	MARNE 3.3	3452	35.5					
506.8	WALNUT 7.5	3456	32.2					
513.1	POMONA 3.5	3463	24.7	s 4.35	s 6.40	s 2.00	s 3.15	
514.3	NAROD 2.4	3467	21.2					
517.8	ONTARIO 3.6	3469	18.8			f 1.45		
520.2	GUASTI 5.9	3473	15.2					
523.8	SOUTH FONTANA 5.0	3479	9.3					
529.7	BLOOMINGTON 2.5	3484	4.3					
534.7	WEST COLTON 1.5	3486	1.8					
537.2	COLTON TOWER 0.3	...	0.3					
538.7	TO COLTON	3488	0.0	3.50 AM	6.00 AM	1.20 PM	2.32 PM	
539.0	(51.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				39	3	5	1	

Automatic Block Signal System — Centralized Traffic Control

Trains operate by CTC between MP 485.55 and MP 538.52, but at stations where time is shown must not depart ahead of time.

Movements across PERy crossing MP 495.0 under control of SP train dispatcher. See Special Instructions.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
13W ..	489.3	Stoneman.....(Spur)	3438
81 ..	490.6	San Gabriel.....	3440
12E ..	508.5	Benton.....(Spur)	...
27W ..	510.7	Spadra.....(Spur)	3460
.. ..	526.0	Vina Vista.....	4038
.. ..	527.5	Kaiser.....	3476

EASTWARD

FIRST CLASS

Capacity of sidings		6 Argonaut	40 Imperial	2 Sunset Limited	370 A. O. N.	4 Golden State	Mile Post Location	Timetable No. 2 April 29, 1956 STATIONS	Distance from Colton
		Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily			
Colton yard BKWDOTYP		PM 11.00	PM 9.31	PM 8.57	PM 7.30	PM 2.52	539.0	TO COLTON	0.0
264	P						542.6	3.6 LOMA LINDA	3.6
	P						544.5	1.9 BRYN MAWR	5.5
118	P						546.3	1.8 REDLANDS	7.3
124	P						549.1	2.8 ORDWAY	10.1
110	WP						552.7	3.6 EL CASCO	13.7
120	P						557.2	4.5 HINDA	18.2
116	P						559.7	2.5 NICKLIN	20.7
248	WKYP	f 11.44	c 10.16				562.0	2.3 BEAUMONT	23.0
133	P						565.5	3.5 PERSHING	26.5
120	P	PM f 11.54	c 10.26				568.2	2.7 BANNING	29.2
	P						571.5	3.3 OWL	32.5
333	WP						574.1	2.6 CABAZON	35.1
345	P						576.2	2.1 MONS	37.2
225	P						578.6	2.4 FINGAL	39.6
128	WP	AM s 12.27	s 11.06	s 10.04		c 3.56	582.6	4.0 PALM SPRINGS	43.6
	P						585.4	2.8 HUGO	46.4
E344 W105	WYP						588.1	2.7 GARNET	49.1
116	P						591.6	3.5 SALVIA	52.6
118	P						595.1	3.5 RIMLON	56.1
424	P						599.0	3.9 THOUSAND PALMS	60.0
	P						601.5	2.5 DRY CAMP	62.5
122	P						606.5	5.0 MYOMA	67.5
Indio yd.		s 1.05 AM	s 11.46 PM	s 10.34 c PM	9.25 PM	c 4.26 PM	610.9	4.4 INDIO	71.9
	BKWDOYP						611.3	TO-R 0.4 INDIO YARD	72.3
		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily		(72.3)	
		6	40	2	370	4			

Automatic Block Signal System

Centralized Traffic Control

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 2 April 29, 1956 Redlands Branch STATIONS	Station Number	WESTWARD Distance from Crafton
P	544.5	BRYN MAWR	3493	6.9
Yard Limits W	547.8	3.3 REDLANDS, 2nd STREET	5103	3.6
Yard Limits	551.4	3.6 CRAFTON	5107	0.0
		(6.9)		

Trains operate by CTC between MP 540.05 and MP 609.80, but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
6W ..	545.0	Motor Jct .....(Spur)	5101
2W ..	549.9	Warner.....(Spur)	5105
7W ..	550.5	Mentone .....(Spur)	5106

Timetable No. 2

April 29, 1956

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Indio Yard	39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
539.0	TO **COLTON** 3.6	3488	72.3	s AM 3.35	s AM 5.55	s PM 1.15	s PM 2.28
542.6	**LOMA LINDA** 1.9	3492	68.7				
544.5	**BRYN MAWR** 1.8	3493	66.8				
546.3	**REDLANDS** 2.8	3495	65.0				
549.1	**ORDWAY** 3.6	3498	62.2				
552.7	**EL CASCO** 4.5	3502	58.6				
557.2	**HINDA** 2.5	3506	54.1				
559.7	**NICKLIN** 2.3	3509	51.6				
562.0	**BEAUMONT** 3.5	3511	49.3	c 2.55		f 12.35	c 1.55
565.5	**PERSHING** 2.7	3514	45.8				
568.2	**BANNING** 3.3	3517	43.1	c 2.40		f 12.20 PM	
571.5	**OWL** 2.6	3520	39.8				
574.1	**CABAZON** 2.1	3523	37.2				
576.2	**MONS** 2.4	3525	35.1				
578.6	**FINGAL** 4.0	3528	32.7				
582.6	**PALM SPRINGS** 2.8	3532	28.7	s 2.10	c 4.45	s 11.50 AM	s 1.19
585.4	**HUGO** 2.7	3534	25.9				
588.1	**GARNET** 3.5	3537	23.2				
591.6	**SALVIA** 3.5	3541	19.7				
595.1	**RIMLON** 3.9	3544	16.2				
599.0	**THOUSAND PALMS** 2.5	3548	12.3				
601.5	**DRY CAMP** 5.0	3550	9.8				
606.5	**MYOMA** 4.4	3555	4.8				
610.9	**INDIO** 0.4	3560	0.4	1.15 AM	4.10 AM	11.05 AM	12.45 PM
611.3	TO-R **INDIO YARD**	3560	0.0				
	(72.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				39	3	5	1

Automatic Block Signal System

Centralized Traffic Control

Trains operate by CTC between MP 540.05 and MP 609.80, but at stations where time is shown must not depart ahead of time.

EASTWARD

Capacity of sidings	SECOND CLASS 820 Freight	818 Freight	816 Freight	814 Freight	FIRST CLASS 2 Sunset Limited	370 A. O. N.	4 Golden State	6 Argonaut	40 Imperial	Mile Post Location	Timetable No. 2 April 29, 1956 STATIONS	Distance from Indio
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily	Leave Daily	Leave Daily			
Indio yard BKWDOYP					PM 10.37	PM 9.35	PM 4.26	AM 1.15	AM 12.01	610.9	INDIO	0.0
										611.3	0.4 TO-R INDIO YARD	0.4
E160	PM 11.35	PM 6.00	PM 12.50	AM 6.00	10.41	9.39	4.30	1.19	12.05	612.3	1.0 TO-R EAST INDIO	1.4
82 P	11.39	6.04	12.54	6.04	10.44	9.42	4.32	1.22	12.08	614.4	2.1 TO COACHELLA	3.5
128 P	11.43	6.08	12.58	6.08	10.47	9.46	4.35	1.25	12.11	618.0	3.6 THERMAL	7.1
136 WP	11.50	6.15	1.05	6.15	10.52	9.53	4.40	1.31	12.17	624.1	6.1 TO MECCA	13.2
134 P	PM 11.56	6.21	1.11	6.21	10.56	9.58		1.35	12.21	628.8	4.7 CALEB	17.9
131 P	AM 12.01	6.26	1.16	6.26	11.00	10.03	4.47	1.39	12.25	633.3	4.5 MORTMAR	22.4
98 P	12.06	6.31	1.21	6.31	11.04	10.08	4.51	1.43	**12.29**	637.8	4.5 SALTON	26.9
62 P	12.11	6.36	1.26	6.36	11.08	10.13		1.47	12.33	642.1	4.3 DURMID	31.2
99 P	**12.17**	6.42	1.32	6.42	11.12	10.18	4.58	1.51	12.37	646.8	4.7 TO BERTRAM	35.9
96 P	12.22	6.47	1.37	6.47	11.16	10.23		1.55	12.41	651.1	4.3 POPE	40.2
133 P	12.27	6.52	1.42	6.52	11.20	10.28	5.05	1.59	12.45	655.6	4.5 FRINK	44.7
99 P	12.32	6.57	1.47	6.57	11.24	10.33	5.09	2.03	12.49	660.1	4.5 WISTER	49.2
62 P	12.36	7.01	1.51	7.01	11.27	10.37		2.07	12.53	663.5	3.4 MUNDO	52.6
N 144 Yard Limits S 135 BKWOYP	12.41	7.06	1.56	7.06	s **11.33**	10.42	s 5.18	s 2.15	s 1.16	667.5	4.0 TO-R NILAND	56.6
107 P	12.53	7.18	2.08	7.18	11.40	10.50	5.24	2.23	1.24	674.4	6.9 IRIS	63.5
130 P	1.00	7.25	2.15	7.25	11.44	10.56	5.27	2.29	1.30	678.5	4.1 TORTUGA	67.6
97 P	1.10	7.35	2.25	7.35	11.49	11.03	5.32	2.36	1.37	684.6	6.1 TO AMOS	73.7
60 P	1.16	7.41	2.31	7.41	11.54	**11.09**	5.36	2.41	1.42	690.1	5.5 ACOLITA	79.2
99 P	1.22	7.47	2.37	7.47	PM 11.59	11.15	5.40	**2.48**	1.47	695.6	5.5 MESQUITE	84.7
125 P	1.25	7.50	2.40	7.50	AM 12.02	11.18	5.42	2.51	c f 1.50	698.1	2.5 TO GLAMIS	87.2
96 P	1.31	7.56	2.46	7.56	12.06	11.23	5.46	2.55	1.55	703.0	4.9 RUTHVEN	92.1
61 P	1.38	8.03	2.53	8.03	12.12	11.30	5.51	3.01	2.01	709.4	6.4 CLYDE	98.5
127 P	1.42	8.07	2.57	8.07	12.15	11.33	5.53	3.04	2.04	712.3	2.9 CACTUS	101.4
95 P	1.47	8.12	3.02	8.12	12.19	11.38	5.57	3.08	2.08	716.6	4.3 TO OGILBY	105.7
129 P	1.54	8.19	3.09	8.19	12.24	11.45	6.02	3.14	2.14	722.7	6.1 KNOB	111.8
P	2.00	8.25	3.15	8.25	12.30	PM 11.51	6.07	3.19	2.19	726.1	3.4 TO ARAZ JCT. (Double Track)	115.2
P										727.0	0.9 ARAZ (Double Track)	116.1
										731.9	A—PB 4.9 COLORADO (Double Track)	121.0
Yuma yard BKWDOTYP	2.15 AM	8.40 PM	3.30 PM	8.40 AM	s 12.50 AM	12.20 AM	s 6.30 PM	s 3.50 AM	s 2.45 AM	732.7	A—PB TO-R YUMA	121.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sat. Sun. Mon.	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)	
	820	818	816	814	2	370	4	6	40			

Automatic Block Signal System

RULE 5. Time at East Indio applies at station sign and at Niland at North siding.

Timetable No. 2
April 29, 1956

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Yuma	3 Golden State Arrive Daily	5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily	39 Imperial Arrive Daily
610.9	INDIO 0.4	3560	121.8	c 4.10 AM	s 10.58 AM	s 12.43 PM	s 12.59 AM
611.3	TO-R INDIO YARD 1.0	3560	121.4				
612.3	TO-R EAST INDIO 2.1	3560	120.4	4.06	10.54	12.39	12.55
614.4	TO COACHELLA 3.6	3563	118.3	4.03	10.51	12.36	12.52
618.0	THERMAL 6.1	3567	114.7	4.00	10.47	12.33	c 12.48
624.1	TO MECCA 4.7	3573	108.6	3.55	10.41	12.28	f 12.42
628.8	CALEB 4.5	3578	103.9	3.51	10.36	12.24	12.38
633.3	MORTMAR 4.5	3582	99.4	3.47	10.32	12.20	12.34
637.8	SALTON 4.3	3587	94.9	3.43	10.28	12.16	**12.29**
642.1	DURMID 4.7	3591	90.6	3.39	10.24		12.21
646.8	TO BERTRAM 4.3	3596	85.9	3.35	10.19	12.09	**12.17**
651.1	POPE 4.5	3600	81.6	3.31	10.15	12.05	12.13
655.6	FRINK 4.5	3605	77.1	3.27	10.11	12.01 PM	12.09
660.1	WISTER 3.4	3609	72.6	3.23	10.07	11.57 AM	12.05
663.5	MUNDO 4.0	3612	69.2	3.20	10.04	11.54	12.01 AM
667.5	TO-R NILAND 6.9	3616	65.2	s 3.16	s 9.59	s 11.50	s 11.57 **11.33**
674.4	IRIS 4.1	3623	58.3	3.07	9.49	11.42	11.24 PM
678.5	TORTUGA 6.1	3627	54.2	3.03	9.45	11.38	11.20
684.6	TO AMOS 5.5	3634	48.1	2.58	9.39	11.33	11.14
690.1	ACOLITA 5.5	3639	42.6	2.53	9.34	11.28	**11.09**
695.6	MESQUITE 2.5	3645	37.1	**2.48**	9.29	11.23	11.04
698.1	TO GLAMIS 4.9	3647	34.6	2.46	9.26	11.21	f 11.01
703.0	RUTHVEN 6.4	3652	29.7	2.42	9.21	11.17	10.56
709.4	CLYDE 2.9	3658	23.3	2.37	9.15	11.12	10.50
712.3	CACTUS 4.3	3661	20.4	2.34	9.12	11.09	10.47
716.6	TO OGILBY 6.1	3666	16.1	2.30	9.08	11.05	10.43
722.7	KNOB 3.4	3672	10.0	2.25	9.01	11.00	10.36
726.1	TO ARAZ JCT. 0.9	3675	6.6	2.20	8.55	10.55	10.30
727.0	ARAZ 4.9	3676	5.7				
731.9	A—PB COLORADO 0.8	3681	0.8				
732.7	TO-R YUMA	3682	0.0	s 2.10 AM	s 8.45 AM	s 10.45 AM	s 10.20 PM
	(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				3	5	1	39

Automatic Block Signal System

Double Track

RULE 5. Time at East Indio applies at station sign and at Niland at North siding.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. E	639.6	Ferrum ..... (Spur)	3589

682.0 REGINA 4194 (EST. 9-15-56)

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Santa Ana Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Dyer
Los Angeles yard KYP	489.1	TO-R	**FIRESTONE PARK**	4108	30.3
Yard Limits I	492.1		3.0 **PATATA**	4303	27.3
	495.0	TO	2.9 **DOWNEY**	4306	24.4
Yard Limits Y	497.6		2.6 **STUDEBAKER**	4309	21.8
	499.1		1.5 **NORWALK**	4310	20.3
39	504.4		5.3 **BUENA PARK**	4315	15.0
Yd. Lmts. WYP	509.0	R	4.6 **WEST ANAHEIM**	4320	10.4
	510.2		1.2 **ANAHEIM**	4321	9.2
P	511.9	R	1.7 **SOUTH ANAHEIM**	4323	7.5
Yd. Lmts. BKOYP	517.0	TO-R	5.1 **SANTA ANA**	4328	2.4
	519.4		2.4 **DYER**	4330 ↑	0.0

(30.3)

Track between MP 497.60 and MP 519.40 used jointly by SP and PERy.

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Tustin Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Tustin
IP	511.9	R	**SOUTH ANAHEIM**	4323	10.5
I	514.5		2.6 **MARLBORO**	4603	7.9
	522.4		7.9 **TUSTIN**	4611 ↑	0.0

(10.5)

South Anaheim and Marlboro: Interlocking limits extend between interlocking home signals either side of crossings of AT&SFRy at MP 512.4 and MP 514.5.

Track between MP 511.90 and MP 514.50 used jointly by SP and PERy.

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Stanton Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Stanton
Yard Limits WYP	509.0	R	**WEST ANAHEIM**	4320	4.6
	513.6		4.6 **STANTON**	4405 ↑	0.0

(4.6)

Track between MP 509.00 and MP 513.60 used jointly by SP and PERy.

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Puente Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Puente
Yd. Lmts. 102 PY	497.6		**STUDEBAKER**	4309	15.5
Yd. Lmts. I	500.7	ABS TO-R	3.1 **LOS NIETOS**	4353	12.4
	504.9		4.2 **BARTOLO**	4357	8.2
	511.5		6.6 **PUENTE JCT.**	. . .	1.6
Yard Limits 71 BKYP	513.1 500.7	TO-R	1.6 **PUENTE**	3450 ↑	0.0

(15.47)

Track between MP 497.60 and MP 501.20 used jointly by SP and PERy.

Track between MP 504.90 and MP 511.50 used jointly by UPRR and SP.

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Chino Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from End of Track
Yd. Lmts. BKWTP	514.3	TO	**POMONA**	3463	5.7
	520.0		5.7 **CHINO**	4806 ↑	0.0

(5.7)

Movements across UPRR main track on Chino Branch Pomona, under control UPRR train dispatcher.

EAST-WARD ↓ — Timetable No. 2 — April 29, 1956 — Riverside Branch — STATIONS — WEST-WARD

Capacity of sidings	Mile Post Location		STATIONS	Station Number	Distance from Riverside
Colton yard BKWOTYP	539.0	See Note TO	**COLTON**	3488	7.2
	545.4		6.4 **RIVERSIDE JCT.**	5006	0.8
Yard Limits P	546.2		0.8 **RIVERSIDE**	5007 ↑	0.0

(7.2)

Track between MP 540.08 and MP 545.91 jointly used by SP and PERy. Movements governed by Special Signals.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Santa Ana Branch	
7E ..	490.3	Ardmore.....(Spur)	4301
18W ..	493.0	Vinvale .....(Spur)	4304
16 ..	501.3	Carmenita	4312
.. ..	512.9	West Anaheim Jct.....	4324
.. ..	515.6	Main St.....	4327
		Tustin Branch	
.. ..	516.7	Villa Park.....	4605
.. ..	519.4	El Modena.....	4608
		Riverside Branch	
9W ..	541.2	Grand Terrace...(Spur)	5002
52 ..	542.3	Highgrove.....	5003
16 ..	543.3	Orange Center.....	5004
.. ..	543.8	Point of Rocks.....	5005
2E ..	544.2	Iowa Ave.....(Spur)	5005
.. ..	544.8	Chicago Ave.....	5006

Capacity of sidings	EAST-WARD ↓ Mile Post Location	Timetable No. 2 April 29, 1956 STATIONS	Station Number	WEST-WARD Distance from Calexico
N 144 Yard Limits S 135 BKWOYP	667.5	TO-R **NILAND**	3616	41.0
		8.2		
Yard Limits 86 YP	675.7	TO-R **CALIPATRIA**	3708	32.8
		10.5		
Yard Limits BKWP	686.2	TO-R **BRAWLEY**	3719	22.3
Yard Limits 127 P	695.6	9.4 TO **IMPERIAL**	3728	12.9
BKWOYP	699.4	3.8 TO-R **EL CENTRO**	3732	9.1
65 P	704.0	4.6 **HEBER**	3737	4.5
Yard Limits 171 BKWOYP	708.5	4.5 TO-R **CALEXICO**	3741 ↑	0.0

(41.0)

RULE 5. Time at Niland applies at south siding.

Calexico: Siding is first track north of main track extending from MP 706.84 to MP 708.59.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
70 ..	672.0	Estelle	3705
37 ..	681.0	Rockwood	3714
65 ..	690.3	Grape	3723
33 ..	691.3	Carlton	3724
21E ..	701.5	Jewett (Spur)	3734

Capacity of sidings	EAST-WARD ↓ Mile Post Location	Timetable No. 2 April 29, 1956 Westmorland Branch STATIONS	Station Number	WEST-WARD Distance from Westmorland
Yd. Lmts. YP	675.7	TO **CALIPATRIA**	3708	12.6
	688.3	12.6 **WESTMORLAND**	5213 ↑	0.0

(12.6)

Capacity of sidings	EAST-WARD ↓ Mile Post Location	Timetable No. 2 April 29, 1956 Sandia Branch STATIONS	Station Number	WEST-WARD Distance from El Centro
Yard Limits YP	675.7	TO **CALIPATRIA**	3708	38.0
Yd. Lmts. YP	703.5	27.8 **HOLTVILLE**	5328	10.2
BKWOYP	713.7	10.2 TO-R **EL CENTRO**	3732 ↑	0.0

(38.0)

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
14 ..	679.1	Verdant	5203
.. ..	680.6	Shamrock	5205
21 ..	683.1	Fondo	5207

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
18 ..	681.8	Turn	5306
32 ..	686.8	Munyon	5311
25 ..	689.8	Moss	5314
33 ..	691.7	Orita	5316
21 ..	694.2	Curlew	5319
30 ..	697.5	Sandia	5322
9W ..	699.4	Fuller (Spur)	5324
54 ..	704.5	Rico	...
44 ..	707.6	Meloland	...

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
1	Beaumont	Flag	Daily	Alhambra	Phoenix	
1	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
2	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
3	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
3	Indio	Flag	Daily	Alhambra	Tucumcari	
3	Indio	Stop	Daily			Entrain mail clerk
3	Palm Springs	Flag	Daily	Alhambra	Phoenix	
3	Palm Springs	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
4	Palm Springs	Flag	Daily	Phoenix	Alhambra	
4	Palm Springs	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
4	Indio	Second stop when necessary	Daily			Entrain or detrain pullman passengers
4	Indio	Flag	Daily	Phoenix	Alhambra	
4	Indio	Stop	Daily exc. Sun. & Hol			Exchange first-class U. S. Mail
39	Thermal	Flag	Daily		Wellton	
39	Banning	Flag	Daily	Alhambra	Wellton	
39	Beaumont	Flag	Daily	Alhambra	Wellton	
39	Beaumont	Stop	Daily			Exchange U. S. Mail
40	Beaumont	Flag	Daily	East of Wellton	Alhambra	
40	Banning	Flag	Daily	East of Wellton	Alhambra	
40	Glamis	Stop	When requested by TBM			Dispatch U. S. Mail

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North and "S" for South, are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

RULE 82-A. Trains to or from Yuma Division authorized on Yuma or Los Angeles Division are also authorized between Los Angeles Yard or Los Angeles and Alhambra and will display numbers and signals, if any, accordingly between Los Angeles Yard or Los Angeles and Alhambra.

Trains to Yuma Division originating at Los Angeles Yard or Los Angeles must obtain Yuma Division clearance and need not obtain Los Angeles Division clearance or a clearance at Alhambra.

Regular trains and sections thereof to or from Yuma Division need not obtain clearance at Alhambra.

Trains with SP clearance obtained at Colton or Puente are authorized to operate as an extra train within yards limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Pomona Subdivision.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Colton, Puente or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

RULE 83-A. Puente is register station for trains originating and terminating via Puente Branch only.

Los Nietos is a register station for trains originating and terminating only.

Trains will register at West Anaheim and South Anaheim only when instructed to do so by train dispatcher.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Firestone Park.....Westward trains.

RULE 95. Trains receiving clearance at Colton are thereby authorized as indicated on clearance to beginning of CTC, being governed by block signals whose indications will supersede the superiority of trains.

Trains are authorized from CTC limits to Colton, being governed by block signals whose indications will supersede the superiority of trains.

RULE 201. Train orders and clearances on Puente, Santa Ana, Tustin and Stanton Branches will be issued by the authority and over the initials of chief train dispatcher Los Angeles Division, except for westward trains at Puente.

RULE 204. Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

RULE 221. Train-order office at Colton in yard office.

Puente is a train-order office for trains originating via Puente Branch only.

Firestone Park is train-order office for eastward trains only.

Light will not be displayed in train-order signals on Puente and Santa Ana Branches, except when train-order operator is on duty.

Anaheim is train-order office daily, except Sundays.

Santa Ana is train-order office 6:00 AM to 11:59 PM daily, except Saturdays and Sundays, and on Saturdays and Sundays is train-order office 6:00 AM to 2:00 PM and 4:00 PM to 11:59 PM.

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

RULE 82-A. Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard.....No. 370 and extra trains except those consisting of passenger equipment.

RULE 95. Trains receiving clearance at Colton, Indio Yard or East Indio are thereby authorized as indicated to beginning of CTC.

Trains are authorized from CTC limits to Colton, Indio Yard or East Indio, being governed by block signals whose indications supersede the superiority of trains.

RULE 204. Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

RULE 221. Train-order office at Colton in yard office.

Indio Yard is a train-order office for westward extra trains except those consisting of passenger equipment only.

RULE 21-C. No. 360 and sections thereof authorized on I-CRy and moving between Araz Jct. and Yuma, may display the same indicators and signals, if any, register at Yuma accordingly although movement is authorized under the provisions of Rules D-97-A and D-251.

RULE 82-A. Trains to I-CRy must obtain separate I-CRy and Yuma Division clearances at Yuma.

RULE 83. Identification may be made by westward trains between Yuma and Araz Jct. to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

Westward trains via I-CRy may identify No. 360 between Yuma and Araz Jct., or check train register at Yuma against No. 360 and such identification will apply at Araz Jct., on I-CRy.

RULE 83-A. At the following stations only trains indicated will register:

Indio Yard.....Light engines from Salton Subdivision.
East Indio.....All trains except light engines from Salton Subdivision.

Operator Indio Yard will report light engines arriving from Salton Subdivision to operator East Indio who will enter on register and verify by repeating registration.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Indio Yard.....Light engines from Salton Subdivision.
East Indio.....All trains except second-class and light engines arriving from Salton Subdivision.
Niland.....First- and second-class and those consisting of passenger equipment only.

RULE 95. Trains receiving clearance at East Indio or Indio Yard are thereby authorized as indicated to beginning of CTC.

Trains are authorized from CTC limits to East Indio or Indio Yard, being governed by block signals whose indications supersede the superiority of trains.

RULE D-97-A. Will apply as follows:
Both tracks between Araz Jct. and Yuma.

RULE 105. East Indio: Eastward siding extends between crossover switch MP 612.68 and crossover switch MP 614.10. Unless otherwise directed eastward trains, except first class, will use this siding to leave yard.

Eastward trains, except first class, restricted at East Indio by timetable or train order and leaving from yard track may move on siding to east switch, but must not enter main track at east switch of siding until authorized to do so by timetable, train order or by letter "M" displayed in letter-type indicator on Signal 6144.

Niland: North siding is first track north of main track assigned for use of Salton Subdivision trains unless otherwise directed.

South siding is first track south of main track assigned for use of trains to or from Calexico Subdivision. Trains from Calexico Subdivision must not enter siding without permission of Salton Subdivision train dispatcher.

RULE 221. Indio Yard is a train-order office for westward extra trains except those consisting of passenger equipment only.

East Indio is a train-order office only for eastward trains, westward first-class trains and extra trains consisting of passenger equipment.

Araz Jct. is train-order office for westward trains only. Operators will handle switches for westward trains via I-CRy.

RULE D-251. Will apply as follows:
Both tracks between Araz Jct. and Yuma.
Westward main track East Yard to Yuma.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RULE 83-A. Conductor of train, or engineer of light engine, may report arrival at Calexico to train-order operator, who will enter on train register and verify by repeating registration.

RULE 97. Extra trains must not run via Sandia Branch unless train order so specifies.

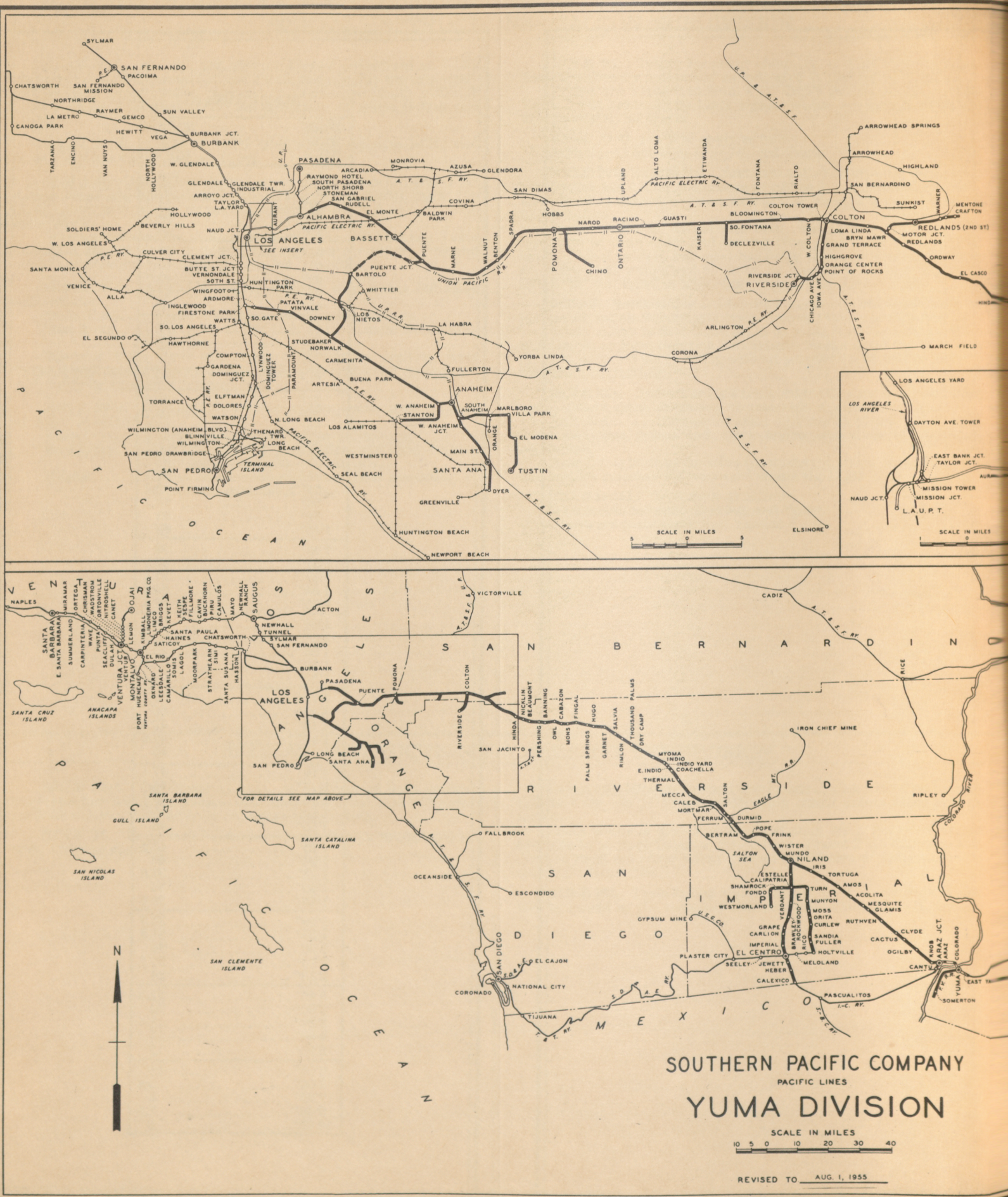
RULE 105. Niland: North siding is first track north of main track assigned for use of Salton Subdivision trains unless otherwise directed.

South siding is first track south of main track assigned for use of trains to or from Calexico Subdivision. Trains from Calexico Subdivision must not enter siding without permission of Salton Subdivision train dispatcher.

RULE 201. Train orders and clearances on Calexico Subdivision will be issued by the authority and over the initials of S. H. Crouse.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

YUMA DIVISION

REVISED TO AUG. 1, 1955